Sh. file
No 788

1877

Incomplete.

Section L-B
File 8
1877
Serial No 1-2

Granting the Shikaribu
Heikerui Road in the
Shinoga District

Indexed

8-E&C-1818

187 . D.N. 160

From The Commissioner of Nagar

To

Secretary to Chief Commissioner, Mysore
Despatch General Department.

Dated 4

Despatched 7

Received 9 10

ENCLOSURES NO 1 Pieces.

General No. 545 } 187 —78.
No. 138 }

As promised in this Office dr
160 — 2 of the 21st May 1877
and in reply thereto dr 688—334
of the 8th instant has the honor
to forward copies of the marginally
noted letters from the Deputy
Commissioner of Shimoga for the
information of the Chief Commissioner
and to request sanction to
award the Thicarpur—Hirekerur
Road.

W. Lewin
Commissioner
Nagar Division

I think the
award may
be sanctioned &
Chief and the Com requested
to submit a detailed
Estimate with a Reappra
Statement prepared in the Form
read

Nos 307 and 333 of 18th and
20th June 1877 with their
enclosures.

Nr 807

Shimoga Deputy Commissioners Office
Shimoga 18th June 1875.

To
The Commissioner Nagar Division

Sir

With reference to your Docket Nr 157 dated 24th ultimo I have the honor to enclose copy of a memo drawn up by Mr Cunningham on the subject of remedying the defects in the Siddapur Sorab and Shiraloop Hirekerur roads.

As directed in your Docket Nr 128 dated 18th May 1875 the correspondence was referred to Mr Inman to study the project of providing a boat worked by a chain and to select a convenient spot for the ford at the Varda between Siddapur and Sorab. But the work seems to have been allowed to lie over pending the decision of the Chief Engineer with whom Mr Inman seems to have discussed the matter demi officially.

On the return of Mr Inman I shall take up the subject at once and submit a report.

As to the defects in the Shiraloop Hirekerur road, the Estimate did not provide for a tunnel for the hallah near Soonnada k.o.p. but I intend shortly inspecting it when I shall submit a report as to what should be

some timely [illegible] defects. But I recommend that [illegible] and [illegible] prevent its being cut to pieces by traffic with Carts.

The estimate then provided for the 5831 for gravelling but the Chief Engineer discontinued remarking that this may be wholly omitted as the line on the Dharwar side which is in a great measure sunk through cotton soil, offers no kind of consolidated surface, and probably will have none for years to come. The Inspecting Civil Engineer Southern Maratha Settlement Commissioner States that the line in the Dharwar District is similarly circumstanced, that the worst address is collected requiring it

I request that the subject of gravelling this road may be laid before the Chief Commissioner for reconsideration and orders, as it is absolutely necessary that the road should be gravelled at once

I have the honor to be Sir
Your most obedient Servant
(signed) J. G. Cumming
Deputy Commissioner
Dharwar 2nd

To
The Secretary to Government
Bombay

The defective portion is called Anderson's Road, and is the principal Cross way between Sorab and Siddapur (N) the general disrepair of Road Siddapur (N) to Hirekerur and especially Cross from Hirekerur to within a mile of the Dharwar frontier should be repaired as this portion is difficult to cross by reason

of there being a belt of low land on either side which is inundated during the rains and consequently very heavy till far on in the season. The ford in the dry weather and the ferry during the rains are about a mile apart and I believe still under consideration of the local Road Engineer whether a ferry boat on a chain can be worked at the ford site, the strength of the current prevents an ordinary ferry plying there. An alternative is to find out a suitable ford close to the ferry site and the Surveyor Trincomalee has I believe made a detailed Survey of the latter to enable Mr Inman to decide on the question a fair weather road could be made to the ford site but it would require the embankments and provided with several drains to make it easily passable after the river has gone down, but if a ford can be got close to the ferry site a road could then be made to that point with less embanking and therefore cheaper and the road if made to the present ford would be useless, would be wasted. The gap was therefore left pending Mr Inman's decision. If he had not yet reported on it he might be asked to do so soon.

The Spiral of Hirekerur road as far as it lies in Mysore (Shicarpur) Taluk is not gravelled and has been very much cut up by traffic. I think some 8000 Rupies were provided for gravelling in the original Estimate and cut out

The Shimoga manager. The road should be gravelled as I remember in estimate but culverts were provided for all cross drains and surface the road being finished. I do not understand why the pipes did not exist. It can surely be sloped down & the road rendered passable for carts if a culvert may be built, and why omitted a culvert is built. In sides should be sloped. I have a vivid recollection of Mr Sherman telling me one necessary culvert had been omitted from the estimate and this is probable &c.

The main thing I did was are towards soon when to make the Yard a cooping and then make it forthwith and to gravel the Siddapur Hirekerur road and case the slopes & the cross drain

(Signed) D. J. Cunningham
Capt R Commr
Jaggir Ghor

True Copy
D. J. Cunningham
Capt R Engrs

No 555.

Shimoga Dist Commr's Office
Shimoga 20th June 1871

To The Commissioner Nagar Division

Sir In continuation of my letter No 27 dated 19th Instant I have the honor to forward Copy of a letter No 44 dated 18th Instant from Capt Cunningham who after inspection of the Siddapur Hirekerur road, reports the measures which should be taken to remedy the defects in it and the question will be good enough

to

to obtain Govt sanction from the Chief Comm
to gravel the road

2. On receipt of the sanction measures will be taken to supply the pond & filter from the works as proposed by Mr Cunningham or from the reserve grant. In the meantime the road will be gravelled so far as can be done with Rupees 270-0-0

I have the honor to be Sir
(Sgd) F. G. Cunningham
Depy Comm.

No 44.

Asst Commissioners Office
Sagar Sub Division
Camp Thiralkopa
18th June 1871

To
The Depy Commissioner
Shimoga District

Sir

As I have lately inspected the road from here to the frontier towards Hirekerur I have the honor to furnish a report on its condition and the means that appear necessary for improving it.

2. The first two miles and quarter are gravelled and in fair order. The next two miles are very much cutup, full of deep ruts and muddy. They require gravel throughout. From the end of the 4th quarter of the 5th mile to the end of the 6th mile the road is fair only wanting gravel and rut filling here and there. The 7th and 8th and half mile beyond the 8th mile alone require gravelling almost throughout their whole length

3. In several places the road is sloped by

drains which have never been properly
cleansed all traffic has to turn off into the
road to avoid the most impassable
parts of it. The Irregular Tunnels in the 5th mile
and the pipes have fallen in, the covering slabs
having been thrown on the earth which has filled
the pipes & formed a natural dam which
prevents the water flowing away. I recommend
that the Surveyor should be directed to repair
these pipes, and I instruct the Overseer
to report him for not reporting this having fallen.

4. The main Settlement Road requires
to be 30 feet which is 20 feet & 50 rupees a mile
will suffice for filling ends and clearing side
drains, to which I beg the Surveyor's assist
in having as well as keeping prospects
in trafficable ordent. The remaining 230 Rupees
will go a very little way towards gravelling the
road and forming the open drains without which
the road will not be in good order
works the road will not be in good order
leaving a 2 feet margin on each side and
for this economically the road can be gravelled
for 800 a mile.

5 at this rate the available money will
only suffice to gravel the three quarters of the 5th mile,
besides which the whole of the 6th & seventh
& the 8th all the 9th and 10th and half the ninth
require gravelling: three miles and three quarters
for which 1200 are wanting.

6. The money required for the road in
Settlement, order will be stated thus

clearing side drains and filling ruts
9 miles at 30 Rupees —— 270-n-n
Gravelling 4½ miles at 360 - —1620—n—n
Paving open drains &ca (say) ——110——n—n
Total Rs 2000—n—n

7. Forwards providing the Rs 1460 additional the amildar proposes to take Rs 120 of the 540 Rupees allotted for the Repairs of the Shicarpur Haroogoppa road and Rs 420 from the 840 allotted to Shicarpur Honnalli frontier in all 540 leaving Rs 920, Still the provided. These are the roads that can best spare money this road. But it would naturally be better Still if you could provide the money without detracting from any This Hirekerur road has certainly the largest traffic of any in the Taluk and is in the worst condition

8. It will naturally be of the greatest advantage to give the amildar orders on this subject soon, as the above works should all be finished by the close of the monsoon.

I have &ca
(sd) W. J. Cunningham
Captain Commr
Shimoga Dist

True Copy
(sd) F. G. Cumming
Deputy Commr
Shimoga Dist

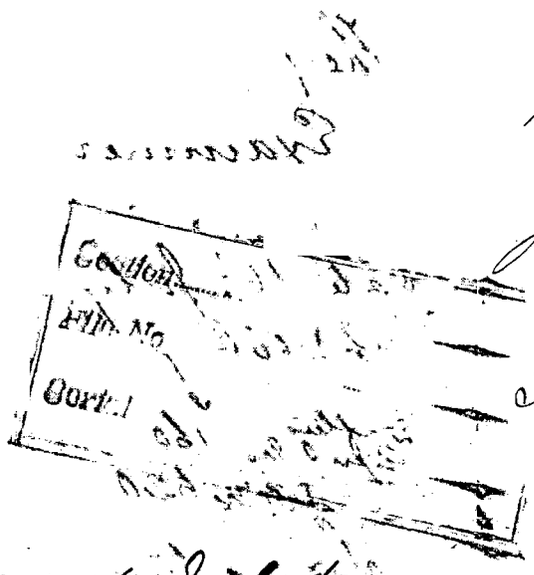
True Copies
W. J. Cunningham
Commissioner
Nagpur Division

8

District Fund

Nagar Dewoon Commr
No 345/138 dt 4th July/77,
requesting sanction for
gravelling the Shikarpur
Sirekerur Road in the
Shimoga District.

——"——



Do 1160/620 dt 16th July/77

order thereon.

Sanctioned. ~~and~~
The Commr is requested
to submit a detailed
estimate with a reappro-
priation statement pro-
viding funds for the
work in question.

13/7

DM 13/7
Apl Secretary

To,
The Commr Nagar Dn
The Examiner P.W.

District Funds

1877

To

The Comm.r Nagar Division

& Examiner P. W. A

Date 16th July 1877.

Desp.d 16th

Draftsmen
Civil No 1160
D.d No 620

Sanctioning the Nagar
Comm.r's request for gra-
velling the Shikarpur
Firekerur Road in the
Shemoga District with
certain observations

—o—

Given the Comm.r